phylactic quantities of vitamins to be added in the formulations.

(b) to (f) the-single ingredient formulations which also figure in Pharmacopoeia generally contain recommended strength of the dosage form. The question of sub-therapeutic formulations can only be in combination formulations. In order to rationalise the combinations, Government is making "guidelines on introduction en new drugs" as statutory. Once the "Guidelines" become statutory the problem of marketing new combinations in sub-therapeutic or sub-prophylactic quantities will not exist.

Deaths due to non-medicinal glycerine in Maharashtra

1868. SHRIMATI RATAN KUMA-RI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state;

(a) whe'her it is a fact that consumption of non-medicinal Glycerine caused so <man$_v$ dea'hs in Maharashtra;

(b) whether Central Drug author! ties have taken any steps to ighten Import Control measures as well as sale of such non-medicinal terns for human consumpiion, if so, the details thereof;

(c) whether it is a fact that non medicinal items are being soM by drug companies for human consumption, to hospitals and dispensaries;

(d) if so, whether Government have issued insfruc^{ft}ons to provide test report along with each supply; and

(e) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMART SAROJ KHAPARDE): (a) Yes, Sir. It is a fact that consmuption of non-medicinal Glycerine caused some deaths in Maharashtra Hospital. The Government of Maharashtra have appointed a Commission of Enquiry headed by Shri Justice B. Lentm, Judge of Bombay High Court. The Commission has not yet submitted its report. In addition, the Commissioner, (Food and Drug Administration, Maharashtra has also initiated action under the Drugs and Cosmetics Act.

(b) to (e) As regards import, only items conforming to Pharmacopea specifications are allowed for medicinal use. As regards sale of such dual purpose items which have medicinal as well as non-medicinal use, it is the responsibility of the manufacturer of formulations to make sure that raw material used by him conforms to the pharmacopea specifications (medicinal grade). Instructions to this effect have been issued to all the State Drug Controllers by th$_s$ Drugs Controller (India). No other cases of non-medicinal items being sold for human consumption 'o hosoitals and dispensaries have come to the notice of the Government of India.

1869. *[Transferred to the* 13th *August,* 1987.]

Night patrolling of railway tracks

1870 SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state;

(a) whether it was the po^cy of Government to introduce night patrolling of the railway tracks from July every year when the South West Monsoon sets in;

(ft) whether it is also a fact that the said policy was revised since 1985 and night patrol duties werte introduced onlv for the spots that are decla^e-l as "Bad spots" in the name of economy in expenditure;

(e) whether H is a fact that no palrolMng arrangement existed at the place where the accident of Dakshin Express took place, despite South West Monsoon having set in**;** and

(d) whether Government are considering re-introduction of night patrolling of tracks in the areas as soon as South West Monsoon sets in?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Patrolling of the vulnerable locations and stretches of the Railway Track is done when the monsoon sets in.

(b) No, Sir. However, a review of the vulnerable locations is done periodically.

(c) This place was not identified as vulnerable location requiring patrolling.

(d) Does not arise in view of the replies to parts (a) and (b) above.

Stoppage of passenger train between Chhota Ambona and Kalubathan

1871. SHRI SAMAR MUKHERJBE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of this demands Of the people of Dhanbad district of Bihar to have a stoppage of tne passenger train between Chhota Ambona and Kalubathan in the Eastern Railway and the extension of Dhanbad Patherdih passenger train to Bhojudih;

(b) whether Government have received several mass representations to this effect forwarded by the M.Ps. in the last one year and if so, the details thereof; and

(c) what steps have been taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Suggestions have been received for provision of a halt station between Kalubathan and Chhota Ambona stations of Eastern Railway, and for extension of Dhanbad Patherdih passenger tram to Bhojudih. ,

(c) The suggestions could not be agreed to.

Direct rail link between Howrab and Trivandrum

1872. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have received two memoranda dated 22nd July, 1987 and 3rd April, 1987 from Kerala Railway Passengers Joint Action Council and Calcutta Malayalee Samajam, respectively * urging for direct regular rail link between Howrah and Trivandrum for the benefit of large number of Keralite population living in West Bengal and north Eastern Region;

(b) whether they have also urged for restoration of coaching facility in Coromandal Express with increased number of coaches, adjustment of timings of Coromandal Express etc. till their main demand for direct rail link is fructified;

(c) what steps Government are proposing to take thereon; and

(d) whether Government are awars of the fact that the newly introduced Guwahati-Trivandrum super fast express is hardly adequate to meet the actual requirement of Keralites living in Calcutta and North East States?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) In addition to the two weekly express trains between Guwahati-Trivandrum and Guwahati-